

To:

CMAP Transportation Committee

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From:

Jay Ciavarella

Division Manager, Special Programs

Date:

August 31, 2010

Re:

PRELIMINARY RTA FUNDING PROGRAMS OF PROJECTS

At the upcoming September 17 CMAP Transportation Committee, RTA staff will be seeking input on the attached preliminary programs of projects for our four grant funding programs. Attachments 1-4 describe each funding program and list the associated preliminary program of projects.

ATTACHMENT 1 – Community Planning Preliminary Program of Projects ATTACHMENT 2 – Subregional Planning Preliminary Program of Projects

ATTACHMENT 3 – JARC/New Freedom Preliminary Program of Projects

ATTACHMENT 4 - Innovation, Coordination and Enhancement (ICE) Preliminary

Program of Projects

A public comment period is currently underway through September 24. The RTA Board of Directors will consider adoption of the programs of projects on October 21. The RTA Board will then consider adoption of the 2011 budget on December 16. Public comments may be mailed, e-mailed or delivered until 4:00 p.m. on Friday, September 24, 2010. Please send your comments to the following:

Mail or drop off comments:

ATTN: Funding Programs Public Comment The Regional Transportation Authority 175 W Jackson Blvd – Ste. 1550 Chicago, IL 60604

E-mail: FundingProgramsComments@RTAChicago.org

Phone: 312-913-5516

On the web: www.rtachicago.com

ATTACHMENT 1: Community Planning Preliminary Program of Projects

COMMUNITY PLANNING PROGRAM

- Available to municipalities for local transit-oriented development (TOD), local transit improvement, TOD guidelines and detailed implementation studies.
- Funding for the program is provided with RTA funds along with a 20% local match from project sponsors.
- objectives. Projects are also scored in part based on how well the project supports the program principles listed below: The program selection criteria focus on selecting projects that demonstrate an ability to advance the RTA Strategic Plan's goals and
- Plan for increased transit usage
- Plan for access and circulation improvements in and around transit facilities
- Plan for multi-modal improvements
- Develop transit-oriented development plans or principles
- Plan for improved job access
- Plan for improved mobility for seniors and people with disabilities
- Plan for enhanced or expanded transit service
- Plan for improved mobility by synchronizing connections between existing transit services
- Plan for improved physical connections between trains and buses at interagency locations
- Plan for a seamless and coordinated transit system
- and include coordination with the affected Service Boards are scored higher. Projects that focus on the existing transit system, include an appropriate level of public participation, have a well defined scope of work
- Selection committee consisted of RTA staff only with expertise in community planning. Input on the applications was solicited from CMAP and the Service Boards.

			TEATHER SE	umated Froject budge	nager
Applicant	Project Title	Description	RTA	Local	Total
Village of Schiller	Schiller Park Transit-	This project will create a transit-oriented development plan for an	\$100,000	\$100,000 \$25,000 \$125,000	\$125,000
Park	Oriented	approximate ½ mile radius of the existing Metra station within the			
	Development	Village. The plan will focus on expanding retail development,			
		increasing housing diversity, mixed-use development, and improving			
		access to and around the station.			
Village of Hanover	Hanover Park Village	This project will create a transit-oriented development plan for the	\$80,000	\$20,000 \$100,000	\$100,000
Park	Center Transit-	Village's Metra station area. The station area was designated in the			
	Oriented	2010 Village of Hanover Park Comprehensive Plan as the location			

ATTACHMENT 1: Community Planning Preliminary Program of Projects

\$100,000	\$20,000	\$80,000	This project is aimed at improving pedestrian access, circulation and safety along the Golf Road Corporate Park south area, a major employment destination in the Village, located between I-90, Golf Road, and Route 53. The study intends to strengthen the connection between Metra and Pace by focusing on pedestrian activity to increase ease of use, accessibility, convenience, and safety for pedestrians, making the area transit friendly.	Golf Road Transit and Pedestrian Mobility Study	City of Rolling Meadows
\$100,000	\$20,000	\$80,000	This project will identify opportunities to enhance commuter access to the Naperville Metra station by evaluating alternative modes of transportation such as bus, bicycle and walking. The project will evaluate the feasibility of a bus depot, provide access and circulation improvements, and create a safer and more efficient multi-modal environment.	Naperville Metra Station Bus Depot and Commuter Access Feasibility Study	City of Naperville
\$100,000	\$20,000	\$80,000	This project will provide a station area plan for the new Romeoville Metra station, a planned intermediate stop on Metra's Heritage Corridor Line. The study will prepare land use, circulation and connectivity plans that will complement the new station as well as examine transit options to connect the new station area to rest of the community.	Romeoville East Side Plan	Village of Romeoville
\$125,000	\$25,000	\$100,000	This project will create a transit-oriented development plan for a ½ mile radius around the Village's Metra station. The plan will examine various underutilized properties and recommend higher density mixed use developments as appropriate.	Northbrook Downtown Station Area Plan	Village of Northbrook
\$100,000	\$20,000	000,08\$	This project will create a transit-oriented development plan for an approximate ½ mile radius of the Chicago Street Metra station within the City. The plan will focus on promoting revitalization by examining effective land use, multi-modal interconnectivity, and retail and residential redevelopment strategies. This project will complement the ongoing City of Elgin Community Planning Project for the National Street Metra station.	Chicago Street Station Area Plan	City of Elgin
			of the new Village Center. This study will build upon this vision by planning for increased residential density, mixed use retail, and freestanding retail and office space. Zoning and design standards and development goals will also be prepared.	Development (TOD)	

ATTACHMENT 1: Community Planning Preliminary Program of Projects

\$830,000	\$166,000	\$664,000	TOTALS		
			the potential market will be performed.		
			transit services will be investigated. A market analysis to determine		
			and access. Links to employment, medical, service, retail and other	Service Operations	
			transit options for the Village, aiming to improve overall mobility	Flexible Transit	Estates
\$80,000	\$16,000	\$64,000	This project will examine the feasibility of alternative small scale	Hoffman Estates	Village of Hoffman

Projects Not Proposed for Funding

Village of Lockport		Midlothian	Village of		Kenilworth	Village of			Hampshire	Village of			Bluff	Village of Lake				Ellyn	Village of Glen	Applicant
Redevelopment of Southeast District Implementation Plan	Center TOD	Plan for Midlothian's Village	Detailed Implementation	Implementation Plan	Business District and Transit	Village of Kenilworth	Development Plan	and Transit-Oriented	Ride Facility Location Study	Village of Hampshire Park n			Improvement Plan	Lake Bluff Transit			Redevelopment Plan	Transit-Oriented	Glen Ellyn Train Station and	Project Title
The proposed scope elements are similar to what had already been completed in the recently adopted <i>Lockport Downtown Master Plan</i> (2009). RTA Staff will recommend that the Village seek funding for engineering, architectural drawings and implementation as opposed to additional planning.	2005. RTA Staff will work with the Village to implement the recommendations from the 2005 plan.	recommendations that have already been developed for this area, including an RTA funded study in	Additional planning funds are not warranted at this time due to the planning work and		•	The scope of the study and expected outcomes were not clearly defined.	established.	The location study for a park n ride facility is premature as a market for the service has not been	Village. However, the RTA gives priority to applications that focus on the existing transit system.	The scope focuses on transit-oriented development opportunities for a future Metra station in the	facility.	for an engineering study on the access and circulation issues within and near the commuter parking	outcome of the overall study was not clear. RTA Staff will recommend that the Village seek funding	The proposed scope focuses too specifically on station parking and access issues and the intended	as opposed to additional planning.	recommend that the Village seek funding for engineering, architectural drawings and implementation	as they focus on engineering and architectural work, as opposed to planning. RTA Staff will	Downtown Master Plan (2009). Additionally, the majority of these items are not eligible for funding	The proposed scope elements are similar to what had already been completed in the recently adopted	Rationale

ATTACHMENT 2: Subregional Planning Preliminary Program of Projects

SUBREGIONAL PLANNING PROGRAM

- apply as a lead agency for multiple communities; letters of support from other communities must accompany the application Available to Counties, Townships, Councils of Mayors, the City of Chicago, and the RTA Service Boards. Individual municipalities may
- oriented development studies, and paratransit studies. Eligible projects include subregional and market focused plans. This includes Service Board service restructuring studies or efforts focused on developing specific market opportunities. Also included are countywide or subregional transit improvement studies, transit-
- Funding for the program is provided with RTA funds along with a 20% local match from project sponsors.
- objectives. Projects are also scored in part based on how well the project supports the program principles listed below: The program selection criteria focus on selecting projects that demonstrate an ability to advance the RTA Strategic Plan's goals and
- Address service to new markets
- Improve mobility options
- Plan for increased transit usage
- Plan for access and circulation improvements in and around transit facilities
- Plan for multi-modal improvements
- Develop transit-oriented development plans or principles at a Subregional level
- Plan for improved job access
- Plan for improved mobility for seniors and people with disabilities
- Plan for enhanced or expanded transit service
- Plan for improved mobility by synchronizing connections between existing transit services
- Plan for improved physical connections between trains and buses at interagency locations
- Plan for a seamless and coordinated transit system
- and include coordination with the affected Service Boards are scored higher. Projects that focus on the existing transit system, include an appropriate level of public participation, have a well-defined scope of work
- Selection committee consists of RTA staff only with expertise in subregional planning. Input on the applications was solicited from CMAP and the Service Boards (on non-Service Board applications only).

			Estimat	ed Project B	udget
Applicant	Project Title	Description	RTA	Local	Total
Southwest	Cicero Avenue	This project will develop strategies to increase transit usage along	\$160,000	\$40,000	\$200,000
Conference of	Corridor Plan	Cicero Avenue from Midway Airport in Chicago on the north to I-	,		
Mayors		294 in Alsip on the south. The study will address mobility and			

ATTACHMENT 2: Subregional Planning Preliminary Program of Projects

analysis and recommend strategies for economic revitalization along the corridor and develop a detailed implementation plan. This project will evaluate and recommend improvements to bus service in McHenry County as part of the County's Long-Range Transportation Planning efforts. Currently, several entities provide various transit services throughout the County. Through this study, services would be examined and effective strategies and improved coordination opportunities would be identified. The result will be recommended short term and long term service designs. This project is the second phase of a two-phase planning process aimed at facilitating TOD at station areas in southland communities. Phase I was funded through the Community Planning program in 2009 and will conclude at the end of 2010. Phase II will build off the planning framework completed during Phase I and identify implementation strategies to enable the SSMMA to facilitate locallevel implementation of TOD plans from a subregional level.	TOTALS \$380,000
ng \$120,000 \$30,000 \$. \$100,000 \$25,000 s.	implementation strategies to enable the SSMMA to facilitate local-level implementation of TOD plans from a subregional level.
ng \$120,000 \$30,000 s. \$100,000 \$25,000	(SSMMA) Implementation the planning framework completed during Phase I and identify
ng \$120,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000	Association Phase II 2009 and will conclude at the end of 2010. Phase II will build off
ng \$120,000 \$30,000 \$100,000 \$25,000 \$.	Managers Planning Study— Phase I was funded through the Community Planning program in
ng \$120,000 \$30,000 \$100,000 \$25,000	Mayors and TOD Corridor aimed at facilitating TOD at station areas in southland communities.
ng \$120,000 \$30,000	South Suburban Chicago Southland This project is the second phase of a two-phase planning process
ng \$120,000 \$30,000	recommended short term and long term service designs.
ng \$120,000 \$30,000	coordination opportunities would be identified. The result will be
ng \$120,000 \$30,000	services would be examined and effective strategies and improved
\$120,000 \$30,000	various transit services throughout the County. Through this study,
zation along to bus \$120,000 \$30,000 g-Range	Restructuring Study Transportation Planning efforts. Currently, several entities provide
zation along	Services service in McHenry County as part of the County's Long-Range
rategies for economic revitalization along detailed implementation plan.	McHenry County McHenry County This project will evaluate and recommend improvements to bus
rategies for economic revitalization along	the corridor and develop a detailed implementation plan.
	analysis and recommend strategies for economic revitalization along
prehensive transportation and transit	accessibility through a comprehensive transportation and transit

Project Not Proposed for Funding

The Illinois Department of Transportation (IDOT) is already undertaking an environmental impact
study (EIS) for the I-290 corridor which will consider a range of transportation alternatives, including
a potential western extension of the CTA's Blue Line.
portation (IDOT) is already ur which will consider a range che CTA's Blue Line.

ATTACHMENT 3: JARC/New Freedom Preliminary Program of Projects

JOB ACCESS REVERSE COMMUTE / NEW FREEDOM (JARC/NF) PROGRAM

- address reverse commute markets, and/or provide access to jobs. Available to units of local government, transportation agencies and the RTA Service Boards for operating and capital projects derived from the RTA Coordinated Public Transit Human Services Transportation Plan (HSTP) that enhance mobility for seniors, disabled, and low-income populations,
- and 20% match for capital projects. The program is federally funded with project sponsors responsible for the local match. Project sponsors provide a 50% match for operating projects
- on input from the Stakeholder Forum attendees, HSTP Project Advisory Committee, and the CMAP Human Services Committee. The program selection criteria were adopted by the RTA Board in October 2007 as part of the HSTP. Minor changes were made to the criteria based
- and meet the mobility needs of seniors, people with disabilities and people with low incomes. The Selection Review Committee (SRC) consists of 2 RTA, 2 CMAP, and 1 IDOT staff with expertise in services designed to provide access to jobs

			Estima	Estimated Project Budget	udget
Applicant	Project Litle	Description	Federal	Local	Total
Association for	Ride in Kane	(JARC/NF) The Ride in Kane program is now entering its third	\$1,313,107	\$1,268,016	\$2,581,123
Individual		year of operation. This program coordinates paratransit services			,
Development		in Kane County into a centralized system that optimizes			
(AID)		transportation resources for older adults, persons with			
		disabilities, and low-income individuals. Currently there are 17			
		private, non-profit organizations and local units of government			
		participating in the program. Approximately 100,000 trips were	-		
		provided through this program in 2009.			
DuPage County	DuPage County	(JARC) This is a continuation of the DuPage County	\$225,728	\$225,728	\$451,456
Department of	Transportation to Work	Transportation to Work Program. This project operates as one			
Community	Program	service element under the Ride DuPage umbrella which provided			
Services		24/7 transportation for persons with developmental disabilities		****	
		who are unable to drive a car. This program affords participants			
		increased employment opportunities by providing them access to			
		jobs outside of their own town and beyond traditional work			
		hours. Approximately 27,000 trips were provided through this		•	
		program in 2009.			
McHenry	McHenry County	(JARC/NF) This project will integrate and coordinate the	\$799,444	\$715,444	\$1,514,888
County	Service Integration &	McHenry County Transit Pilot Program, the City of Crystal Lake			
	Coordination	Dial-a-Ride, the City of McHenry Dial-a-Ride, and the City of			
		Woodstock Dial-a-Ride and initiate services for seniors and the			
		disabled in Greenwood Township. Tracking and automated			
		dispatching software will be used to help manage the available		***	
		fleet.			
Pace	Phase III Regional Call	(JARC/NF) This is the 3 rd Phase of the Call Center Project that	\$2,082,352	\$520,588	\$2,602,940
	Center Project	originally received FFY07 New Freedom Funding. The project			
		enables low-income individuals, senior citizens, and persons			

ATTACHMENT 3: JARC/New Freedom Preliminary Program of Projects

			Township 1	Washington	Disabilities	People with	Association for 1	Ray Graham						Services	Community	Family &	Salvation Army				
	in a Rural Community	Public Transportation	Disabled, Senior &	Operation to Enhance			Program	Transportation Safety									Ways to Work (WTW)				
TOTALS	two to five days a week the assistance of a previously awarded NF grant. Approximately 3,600 trips were provided by this	disabilities and senior citizens the service was expanded from	the township sponsored demand service for persons with	(NF) This project will provide funding for the continuation of	transportation services.	disabilities and older adults to improve their ability to use	JARC/NF Program. The project provides training to people with	(NF) This project originally received funding from the FFY 2007	country.	that have been successfully implemented in other parts of the	guarantee pool. This project will replicate other JARC projects	client screening and case management, and for a small loan	funding will be used to support operating costs associated with	pursue educational or job training opportunities. The project	purchasing or repairing a car to get to work, childcare, and to	interest loans to low-income families for the purpose of	(JARC) The WTW program provides small, short-term, low-	provider.	demand response services and assign trips to the appropriate	through the call center. The call center will take reservations for	with disabilities to access multiple transportation programs
\$4,783,051				\$11,160				\$61,326							*********	- 	\$289,934				
S2,999,701 S7,782,752				\$10,740				\$15,331							*************	***************************************	\$243,854	THE RESIDENCE AND A STREET AND A			
\$7,782,752		***************************************		\$21,900				\$76,657						-			\$533,788				

Projects Not Proposed for Funding

Applicant	Project Title	Rationale
CTA	Expansion of #48	
	Bus Service (JARC)	Bus Service (JARC) The CTA has 6 previously funded JARC projects that have yet to be implemented because the CTA lacks the
CTA	75th Street Route	local match for those federal funds. RTA staff will continue to monitor the CTA's progress on implementing
	Expansion	those 6 projects.
	(JARC)	

ATTACHMENT 4: Innovation, Coordination and Enhancement (ICE) Preliminary Program of Projects

INNOVATION, COORDINATION AND ENHANCEMENT (ICE) PROGRAM

- Available to units of local government, transportation agencies and the RTA Service Boards for operating and capital projects that enhance the coordination and integration of public transportation, or that develop and implement innovations to improve the quality and delivery of public transportation.
- under the Open category to pursue applicant driven innovative projects. This year's call for projects allowed applicants to apply for funding under the RTA Initiatives category to implement projects specified by the RTA or
- Project sponsors provide a 50% match for operating projects and 20% match for capital projects. Funding for the program is subject to the 2011 budget for the ICE Program that will be determined in accordance with the RTA Act as amended
- any individual program beyond two years unless the RTA, by affirmative vote of at least 12 of its Directors, waives this limitation. Any such waiver annual operating budget and capital program or discontinue the program. No additional funds from the ICE fund may be distributed to a grantee for determine whether it is desirable to continue the program and, upon such a determination, either incorporate such program into the applicant's own such a program within one year of receipt of funding, and (2) within two years following commencement of any program utilizing ICE funds. There is a two-year limit for operating funding through the ICE program. Any grantee that receives ICE funding for operations must: (1) implement is for a one year period and any further waivers require a subsequent vote of the RTA Board
- The program selection criteria focus on selecting projects that enhance coordination and integration of public transportation and/or implement
- The Selection Review Committee (SRC) consists of 3 RTA and 2 CMAP staff with expertise in transit coordination and enhancement projects

ATTACHMENT 4: Innovation, Coordination and Enhancement (ICE) Preliminary Program of Projects

\$8,732,938	S6,362,731 S2,370,207 S8,732,938	\$6,362,731	TOTALS		
			Montgomery to the Aurora Transportation Center utilizing Pace vans.	Park-and-Ride Service	Montgomery
\$36,280	\$18,140	\$18,140	The village will provide a feeder service from downtown	Village of Montgomery	Village of
			services.		
			residential, commercial and workplaces to Pace and Metra		
			point route deviation design the circulators will connect		
			between Pace bus routes and Metra rail services. Utilizing a time		Lombard
\$978,186	\$432,440	\$545,746	These local circulator services in Lombard will bridge the gap	Lombard Circulators	Village of
			deployed at the intersection of Western Avenue and 95th Street.	Project	
			bypass lane utilizing transit signal priority strategies will be	Bypass Lane & TSP	
\$390,000	\$78,000	\$312,000	The design, engineering, and implementation of a queue jump	95th Street Queue Jump	Pace
			arterial.		
	**********		multiple types of traffic signal systems located on the same	Demonstration Project	
			technology that will allow CTA and Pace buses to interact with	Transit Signal Priority	

Projects Not Proposed for Funding

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Village of Addison		CTA			Pace	Aurora	Village of North	Applicant
Addison Transit Shelter Plan	Engineering Document Management System	Implementation of an		Project	I-55 Corridor Enhancement	Access Enhancements	Lincolnway Pedestrian	Project Title
Applicant withdrew application. The Village and Pace have agreed to work together in implementing the requested bus shelters, independent of ICE funds.		This project ranked last in the initiative category.	is not warranted. This project ranked last in the open category.	However, the two routes previously funded by ICE are underperforming and subsequent ICE funding	This project would continue ICE funded express bus service provided by Pace on the I-55 corridor.	mitigate the need for the respective sidewalk connection.	Pace is working with the Village to relocate and install new bus pad stop locations that will help to	Rationale